

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POYAN" 2,338 tons Captain W. A. Valentine.
 "FATSHAN" 1,260 " R. D. Thomas.
 "HANKOW" 3,073 " C. V. Lloyd.
 "KINSHAN" 1,995 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM" 2,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons Captain T. Hamlin.
 Service temporarily suspended.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

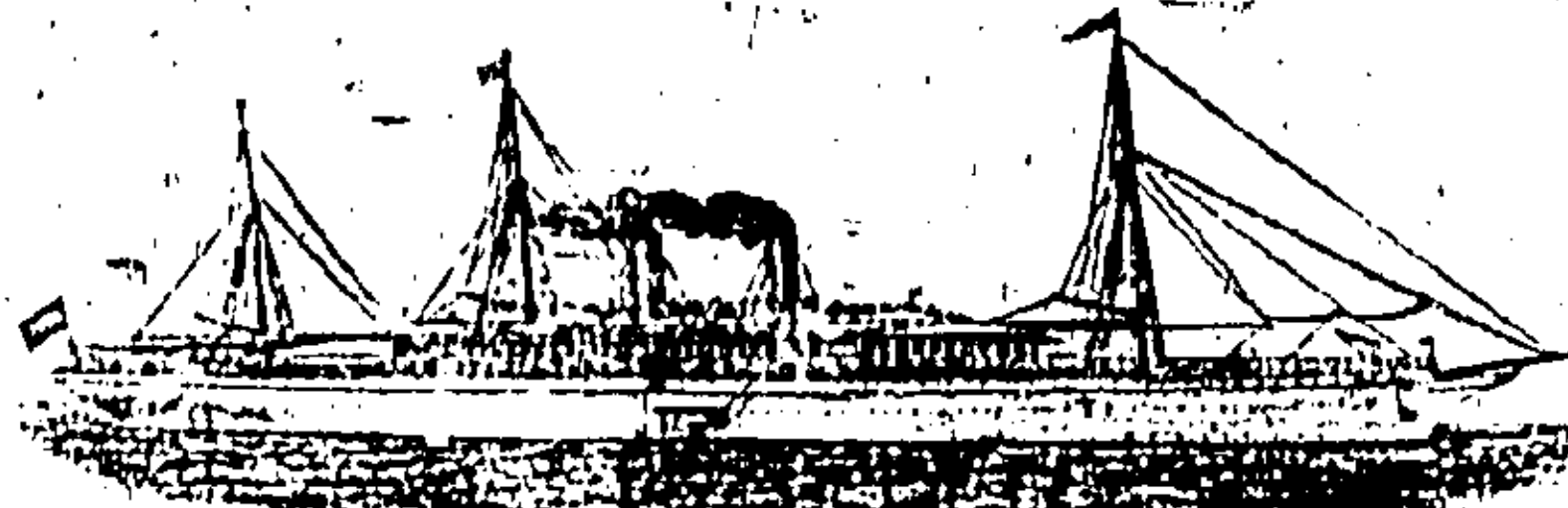
CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Wilcox.
 "NANNING" 569 " C. Butcher.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 3.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 24th September, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



—Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
 11 Day YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
 R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
 "EMPERESS OF JAPAN" 7,000 THURSDAY, September 27 October 15
 "MONTEAGLE" 6,163 WEDNESDAY, October 3 October 27
 "EMPERESS OF CHINA" 6,000 THURSDAY, October 21 November 12
 "TARTAR" 4,421 WEDNESDAY, October 31 November 24
 "EMPERESS OF INDIA" 6,000 THURSDAY, November 22 December 10
 "ATHENIAN" 3,881 WEDNESDAY, November 28 December 22
 "EMPERESS" steamers will depart from Hongkong at 4 P.M.
 Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New "Empress" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, Hongkong, 12th September, 1906.

F. BLACKHEAD & CO.,
 SHIP-CHANDLERS, SAILMAKERS,
 COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
 AND GENERAL COMMISSION AGENTS.
 GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG.
 SOAP AND SODA MANUFACTURERS.

Sole Agents for
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.
 &c. &c.
 Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK
AT REASONABLE PRICES.
 Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
 司公隆廣李
 CABINET-MAKERS AND ART DECORATORS,
 from Shanghai, has re-opened their FURNITURE STORE
 at
 No. 35, DES VŒUX ROAD CENTRAL.
 The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
 of every description can be made to order in any design required.
 Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd. Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
 (Sd.) A. S. WATSON & Co., Ltd.
 ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
 Hongkong, 1st March, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 10th day of October, 1906, at Noon, the Steamship GNEISENAU, Captain G. Bolte, with Mails, Passengers, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.
 Shipping Orders will be granted till Noon, on MONDAY, the 8th October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 9th October, and Parcel will be received at the Agency's Office until Noon, on TUESDAY, the 9th October.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	THURSDAY, 27th September, 4 P.M.
WILLHELM	4,763	TUESDAY, 13th November.

ON THURSDAY, the 27th day of September, 1906, at 4 P.M., the Steamship PRINZ SIGISMUND, Capt. D. Lens, with Mails, Passengers and Cargo, will leave this port as above.
 The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return £54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } PRINZESS ALICE WEDNESDAY, 10th October.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG:
 VIA SAN FRANCISCO OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. R. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 26th September, 1906.

MELCHERS & CO.,
AGENTS.

Amimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with any port in the world.

Telephone: Nos. 3, 3, 500, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From.	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIBODAS	JAVA	Second half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October
TJIMAH				

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
 For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 26th September, 1906.

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WEST RIVER BRITISH STEAMSHIP CO.
HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.
 THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.
 Hongkong, 23rd December, 1905.

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON. CALCUTTA. SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.
 LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICES VERY MODERATE.
 Hongkong, 10th September, 1905.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
 in all kinds of
 JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.
 Orders Promptly Executed.

No. 5, ARBENAL STREET,
 Hongkong.

Hongkong, 28th April, 1906.

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).
 STUFFED OLIVES.
 SARDINES (Boneless).
 DO. AU CITRON.
 FISH PASTE FOR SANDWICH.
 PURE DE FOIE GRAS DO.
 AND

Other Pic-nic size tins of PRESERVED.

FRENCH BISCUITS.
 HUNTLEY & PALMER'S BISCUITS and CAKES.

CROSSE and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.

ALSO
 GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.

Hongkong, 21st July, 1906.

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Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER.

SPARKLING
INVIGORATING
HEALTH-GIVING.During the Hot Damp
Weather when Heavy
Drinks are out of the
Question one's thoughts
naturally turn to
'RAINIER.'Per Case of 4 doz. quarts. ...\$10.50
Per Doz. quarts. 4.20
Per Case of 6 doz. pints. 16.50
Per Doz. pints. 2.75A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 4th September, 1906.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Hing Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.SUBSCRIPTION RATES (IN ADVANCE)
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world is 80 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 26, 1906.

END OF THE CANTON STRIKE.

Canton has been on the verge of what
might have developed into a very serious
affair, with far-reaching results, not the least
of which would have been the paralyzing of
the water-borne trade of the province. If the
crisis had developed into a riot, which shall say
what might not have been the awful results
with the fearful tales of tragedy we might
have had to record. But the self-repression
and forbearance shown by those affected by
what, they thought, was an uncalculated im-
position of a tax, which was going far to stop
their trade, and force the men to turn their
attention elsewhere for their means of
earning their livelihood is remarkable.
They began a strike in their own defence,
but, happily, through the unusually prompt
action of Viceroy Shum, it was of but
short duration. The history of this affair
is interesting, as showing how, even in these
days, an unpopular action can throw a
whole community into open revolt, and come
perilously near to stagnating the shipping
interests of several districts. The story, as
told by the very temperate, and forbearingly
phrased circular, issued by the leaders of
the Guild of Passenger-boats, and which will,
no doubt, be read with interest by all having
mercantile or shipping interests in the dis-
tricts mentioned in that circular, is as follows:

The circular begins by saying: "It is for the public to pity the launch-owners, who are being robbed by the tax-gatherer of the Customs, of the Harbour Department at Canton and Kowloon. Formerly all the steam-launches were under the control of the native Customs, until the middle part of Kwong Sui, 30th year (1904) when they were handed over to the Harbour Department of the Imperial Maritime Customs. Then a new law was passed, called the "Sunday, Holiday and Night-working Act," which provided that all steam launches should be treated like big ocean-going steamers, so that whenever they pass a Customs station on Sundays, holidays, or at night, they must pay a tax of two Haikwan taels for a clearance, which is a great hardship on the poor tax-payer. When launches were first introduced into Canton, and later into the interior, for towing purposes, there was a great saving in time and trouble to the merchants and shippers, until the launches were handed over to the foreign control, and now they very often have new orders given to them by the Imperial Maritime Customs, and if they fail to obey them, even though the disobedience is not their fault, heavy fines are imposed, and even, sometimes, the launches are arrested, and all their work stopped. If a launch happens to pass several Customs Stations, it has to pay a tax at each, amounting to several taels a day. Therefore the launch-owners are obliged to add these taxes to their charges for hire, so that, finding the expense too great, shippers have been stopping sending produce from one place to another, and so the launches have become unemployed. The owners joined together and memorialized Viceroy Shum, appealing against the handling of the launches by the Harbour Department of the Imperial Maritime Customs, as it gave a lot of trouble to the merchants and shippers, and they asked that the native Customs and the Sin Hau Kuk should take the business in hand. The Sin Hau Kuk sent a petition to the Commissioner of the Imperial Maritime Customs, asking him to 'consider which was the best means to have this tax much reduced, or abolished; but the Commissioner took no notice of that appeal. Last year the merchants themselves memorialized Viceroy Shum, on behalf of the launch-owners, to have the tax abolished. Again the Viceroy requested the Commissioner to accede to the request of these people. The circular then goes on to say that as the Commissioner again ignored the Viceroy's request, the latter sent copies of the petition to Peking, one being addressed to Sir Robert Hart, Inspector-General, and one to the Board of Foreign Affairs. From the latter came a reply to the Viceroy to the effect that the tax ought to be abolished, but nothing in that direction must be attempted without the consent of the Inspector-General. The Board considered the tax too heavy, and stated that all would be done that could be done, 'till it have been abolished. The Inspector-General also, in a despatch received later by the Viceroy, said the tax was a heavy one. It was formerly charged at Lappa, Kowloon, Shamshui, and Wuchow, but under his instructions, the Commissioners had stopped collecting it. The Commissioner at Canton, however, had not done so, and he instructed the Commissioner to do so at once, and reduce the licence from \$20 to \$10, and other classes proportionately. The Viceroy gave instructions to the Sin Hau Kuk to have the despatch of the Inspector-General posted up all over the City, which was done. This made the Commissioner very angry, and he refused to obey the instructions of the Inspector-General, but continued to impose the tax as before, threatening the people that if they did not pay at once their licences would be cancelled and their boats seized. The boatmen referred to the despatch the Viceroy had promulgated, saying the tax was to be withdrawn, when the Commissioner said he did not care for the Viceroy. And so things went on. The men again petitioned the Viceroy in August last, and stated that if his power, and the instructions of the Inspector-General, were to be ignored by the Commissioner, they would have to go into some other line of business. The result we gave in our issue last evening—the men went on strike. But not for long, for as will be seen from a letter from a correspondent appearing in another column, as soon as the Viceroy learned the men had gone on strike, he bestirred himself, and sent deputies to the Commissioner, post-haste, asking him to stop collecting the tax until further orders came from Peking, he, the Viceroy, guaranteeing to accept all responsibility for such stoppage. This arrangement having been concluded and communicated to the men, they all agreed to resume work yesterday morning. Thus ended an incident which might have had disastrous results on the trade of Canton, and we cannot but reiterate what we said above, that the forbearance of the boat people, under the circumstances, was such that Canton may indeed congratulate herself upon, for had these men broken out into riot, who can tell what the results might have been?

SUGAR REFINING IN THE EAST.

Our recent comments on the sugar refining industry in Hongkong were dealt with editorially in the last number of the authoritative journal—the *Far Eastern Review* of Manila. Mr. G. Bronson Rea, the editor of our broadly-known contemporary in the Philippines, is, of all men in the East, the best judge to give a definite pronouncement on the subject of the sugar industry, and in reproducing, in part, his forecast of the result of the Japanese competition with the Hongkong refineries, it will be observed that Mr. Rea substantially bears out the opinion expressed in our previous article. This is what the *Review* says:—The *Hongkong Telegraph* in its issue of August 7th, ulto., reviews the condition of the sugar refining industry in Hongkong, and after recognizing the inevitable competition from Japan, ventures the opinion that, given a fair field and no favours, the local companies can hold their own against any competitor. This is undoubtedly true as regards the Eastern markets outside of Japan. In this country everything points to an early monopolization of the refined sugar business by the Japanese refineries. The trade returns indicate that Japan will continue to increase her imports of raw sugars, and correspondingly diminish the imports of refined grades until her local consumption is fully covered. How far this consumption is capable of extension depends on the education of the Japanese to a preference for the refined article, and the ability of the refiners to keep the price within the purchasing power of the poorer classes. With this big home demand to supply and cater to, under natural conditions, it would be a long time before Japan will figure as a competitor with Hongkong for the supply of China and other markets. Japan and Hongkong receive their supplies of raw sugars from the producing centres of Java and the Philippines, and are placed on equal footing in this respect. The difference in freights and labour favours Hongkong in determining the cost of refining and their ability to control the market. With the conventional tariff on refined sugars in Japan of about six-tenths of a cent per pound, it gives a practical monopoly of the home market to the Japanese refiners, and even with a rebate on exports they can not hope to overcome the advantages enjoyed by Hongkong, on supplying the China market, unless they receive certain concessions in freights from subsidized lines that will make it possible to compete. If the present policy of Japan is any indication of what may happen in the future, this lowering of freights in favour of the Japanese product will be the determining factor on which the trade will swing.

LOCAL AND GENERAL.

The English mail of the 25th August was delivered in London on the 22nd inst.

A RUSSIAN syndicate is about to publish a Chinese journal in Peking, and it is reported that the former Mukden General, Cheng-ki, has promised to support the undertaking.

THE hulk *Jupiter*, one of the conspicuous features of Nagasaki harbour, has been sold by Messrs. Kunst and Albers to Mr. Hashimoto, of Yedomaki, who will break the vessel up.

THE Yokosuka Port Admiralty have decided to dispose of their carrier-pigeons, owing to the introduction and perfection of wireless telegraphy. Over 200 birds are to be sold in a few days by the naval authorities at Yokosuka.

A WASHINGTON message of September 10, which has been received by the *North*, asserts that a representative of the Toyo Kisen Kaisha is negotiating to purchase the Pacific service of Pacific Mail S.S. Company. It will be remembered that similar reports have been put into circulation in America on several recent occasions.

THE *Asahi* publishes a Vladivostok message, stating that on the afternoon of the 14th instant two burglars entered the Siberia Bank in Vladivostok and succeeded in carrying away 30,000 roubles. A burglar was arrested on the same day in an attempt to enter the office of Messrs. Kunst and Albers, by digging a tunnel beneath the office premises.

CHIEF Detective Inspector Hanson arraigned Yue Shek Fung, a hawker, of the Ho Pui village, Kwai Sui district, Kwangtung province, before Mr. H. H. J. Gompertz, at the Police Court this morning, charging him with committing armed robbery within the jurisdiction of China. The defendant is being sought after by the Canton authorities. Owing to the absence of witnesses from the interior the case was adjourned for one week.

ALBERT Hansen and Bert Furlong, both of the Sailors' Home, were charged before Mr. H. H. J. Gompertz, at the Police Court this morning, with assaulting Albert Roland, and behaving in a disorderly manner in the Home yesterday afternoon. The complainant said that he was lying in bed reading at the time. Hansen, who was drunk, walked up to his bed and struck him. Witness grabbed for his coat and dashed for the yard. After a few minutes, he returned to the dormitory but found both defendants waiting for him. As soon as he entered the room Hansen grabbed him by the throat, but he freed himself, and on running away received a parting shot from Furlong. Chas. Gould, assistant superintendent of the Home, said defendants were very disorderly and told of what he saw of the assault. His Worship fined each man \$10.

THE TYPHOON.

CHINESE MUNIFICENCE.

CONTRIBUTIONS FROM ABROAD.

To the future historian whose task it will be to chronicle the events of the Colony during the memorable year 1906, the present record of the spontaneous spirit of magnanimity on the part of the Chinese here in Hongkong and abroad, will furnish one of the most pleasing features in the record of the calamity and its concomitant distress which overtook the Colony on the 18th inst. On the first day of the opening of the subscription list for the relief of the unfortunate people of the floating fraternity we expressed the confident belief that a sum of \$50,000 would be forthcoming from the combined subscriptions of the Chinese and foreign communities. Exceeding our most sanguine anticipations this amount has already been exceeded by the Chinese subscriptions alone to the extent of sixty per cent. over and above the expected aggregate. Up to noon to-day the Chinese list of the Typhoon Relief Fund had attained the magnificent total of eighty thousand dollars! This amount collected within the very short space of a week is a splendid commentary on the noble spirit of generosity animating the minds of our Chinese fellow-citizens. The sum of \$83,000 includes a second contribution from—

H.E. Viceroy Shum	\$ 3,000
The Canton Charitable Institutions	6,000
San Francisco Chinese	10,000
Shanghai Chinese	15,000
Chinese in Australia	300

The individual subscription of H.E. the Viceroy of Canton thus amounts to \$6,000.

The General Committee has appointed a sub-committee of ten to deal with the distribution of funds in the most beneficial manner to the unfortunate distressed ones. The sub-committee consist of the Registrar General (the Hon. Mr. E. A. Irving) chairman *ex-officio*; the Harbour Master (the Hon. Capt. L. A. W. Barnes-Lawrence, R.N.), Mr. A. G. Wood (Messrs. Gibb, Livingston & Co.), the Hon. Dr. Ho Kai, C.M.G., the Hon. Mr. Wei Yuk, Messrs. Fung Wa-Chuen, Lau Chu Pak, Ho Koni Tong, Francisco Yee Yat and Tang Tse-Ngung.

One of the first duties of the Committee will be to give effect to the practical suggestion of H.E. the Governor in regard to the building of cargo-boats on account of the Committee to be sold upon certain easy terms to the formally registered owners who lost their craft on Tuesday last. The question of time for construction and price is being considered by the sub-committee. The distribution of funds will, we understand, be undertaken as soon as expedient.

THE WRECK.

Work on the wrecks in the harbour is progressing very satisfactorily. The *Protector* is setting out this evening to 'Saw Chau' where every possible effort will be made to get the *Huangshan* off as soon as possible. Her next job on the return from Saw Chau will probably be the raising of the French destroyer *Fronde*. The actual salving of the warship presents no insuperable difficulty, but her repairs will, of necessity, be a work of considerable time and labour. The *Protector* was observed steaming round to the scene of the *Fronde's* wreck this morning shortly after nine o'clock.

THE STEAMBOAT CO'S SERVICE.

As may be expected the temporary disabling of three of the best boats on the Macao and Canton run has practically disorganized the service for a time. To cope with the heavy freight traffic the Company has chartered the s.s. *Sulberg* for only a month to run between this port and Canton. She is not intended to supplement the passenger-carrying service; she will run to and from Canton for cargo only. The *Sulberg's* first trip is scheduled for to-morrow night when a full cargo is awaiting her at Canton for her return journey on Sunday.

THE MACAO SUNDAY EXCURSION.

Week-end excursionists by the delightful and bracing trips on the *Huangshan* which have come to be regarded almost as a necessity by jaded workers in Hongkong, will regret the temporary abandonment of the *Huangshan* run commencing next Sunday. She cannot be spared at this moment for this special service. The *Huangshan* will, however, make her usual trip from Macao to Hongkong at 7.30 a.m. on Sunday, returning to Macao at 2 p.m. same day. She will probably be employed, off and on, for despatch service, conveying stores, etc., to her companion boats at Saw Chau and Castle Peak Bay.

THE S.S. "KINSHAN."

An amusing report has been given publicity that one thousand coolies are engaged 'digging a channel to enable the *Kinshan* to be towed out from the beach at Castle Peak Bay. The work of cutting the channel is, as readers of the *Telegraph* already know, being efficiently and rapidly done by the powerful dredger *Canton River*, belonging to the Hongkong and Whampoa Dock Co. There are only one hundred coolies working on the *Kinshan*, instead of ten times that number. The channel should be completed by Sunday next, and at the highest tide on that day the first attempt to tug the *Kinshan* will at once be made.

AT TSIM-SHA-TSUI.

The Police basin at Tsim-sha-tsui is gradually assuming its normal appearance again. The mass of wreckage and debris has been almost entirely removed, thanks to the untiring efforts of P.C. Sutton and Clarke, who had under their command a gang of thirty coolies. No more dead bodies have been recovered there. All the cargo that was strewn promiscuously around has been sorted out and carried by the coolies to the police grounds at the Tsim-sha-tsui Station to be dried. All the colours of the rainbow are discernible from the long rows of piecegoods carefully laid out on the tennis grounds which present more the appearance of a clothier's exhibition ground than a tennis court of a police station. P. C. Willis has done capital work with his gang of coolies by having all the bales of

cotton and other valuable cargo removed out of the reach of temptation in Hunghom Bay to the Police grounds. Willis' work thus foils the Indian looters, who have been a source of nuisance in Hunghom Bay during the past week.

Police launch No. 1, which foundered near Tai-kok-tai during the typhoon, was raised this morning by Inspectors Langley and Kerr, who were assisted by a number of other men. The launch was brought into the harbour later in the day, and she was removed to Causeway Bay. Pumps had to be kept hard at work during the homeward trip in order to keep her afloat. She will be turned over to Ah King for repairs, we understand.

THE BOAT PEOPLE'S SHREWNESS.

Owing to the scheme which is at present under way by which it was decided to advance money to those unfortunate who have lost their all in the recent typhoon, with which to re-build new craft, the police are now being put to a great deal of trouble. Sampans, folks, who immediately after the typhoon estimated their loss at a certain figure, are now flocking into the different police stations and informing the officer-in-charge that they had made a mistake in their first estimate and that their loss was double or treble the sum they first reported. One officer suggested that, in order to overcome the difficulty which must arise, the sampan people should be made to give their estimates in a temple and before the altar. Whether this will prove successful is a matter of opinion. One sampanman in particular estimated on the 20th instant that his loss amounted to \$6,000. This morning he wanted to make the inspector believe he had made a mistake in his estimate. When asked what he estimated his loss to be now the man unblushingly said \$16,000!

LOOT BURIED IN THE HILLS.

In consequence of information received Sergeant Blackman and a gang of constables searched the hillside at Kowloon City for fully thirteen hours yesterday in search of loot that was said to be buried there. They eventually unearthed \$16,000 worth of leather that was stolen from the sea beach, and two tons of cotton yarn.

THE DEATH ROLL.

Up to a late hour yesterday no less than fifty-one dead bodies were picked up by the police at different stations.

In the police reports which arrived at headquarters this morning from Sai-kung, New Territory, it was reported that thirty-seven persons in that district "are dead and missing."

Reports of missing junks are still being made to the police. Up to yesterday no less than twenty-five junks and sampans were reported at the different police stations as missing.

NO FISH DIET.

News reached us to-day of a 'Grossome' discovery that was alleged to have been made in the culinary department of a hotel in this Colony. It was to the effect that in the belly of a good sized fish, which was being prepared for the table, was found two human fingers.

DERELICT FLOATING CRANE.

A report was brought in to the Harbour Office yesterday, that a floating crane had been seen passing out of Lyceum Pass, by one tide, and returning by the next. On receiving this report the Harbour Department launch *Victoria* was despatched to investigate. However, it was learned that in the meantime a private launch had found the crane, and towed it in shore.

EUROPEAN LADY'S BODY SIGHTED.

The master of the s.s. *Liberty*, which arrived in port this morning, reports that when about 20 miles east of Waglan, the body of a European lady floated by. The body was dressed as to the upper part, in a blouse, and what appeared to be a leather belt, but the skirt and petticoats had apparently been washed off. It is not known where whose body this could be, as no ladies are known to be missing from the Colony.

On the same day, when about five miles east of Waglan, some seven bodies of Chinamen were also seen floating past.

CARGO-BOATS FROM CANTON.

The great difficulty and inconvenience felt by the shipping in port, owing to the scarcity of cargo-boats and lighters, and the exorbitant charges demanded by the owners of those remaining afloat and able to do the work, shipping firms in Canton were approached for assistance, by their agents here. The result of this has been that this morning twelve boats arrived from Canton for lightening work, being consigned to Messrs. Wendt & Co., the Ng Yuen Hing firm, and Chee On Company, respectively, and more are expected. But it remains to be seen whether these boats will be allowed to work here, without interference from the local lighter owners.

LET US HELP HONGKONG.

The *Manila Times* of 20th inst. writes:—In the midst of the festivities attendant on the change in the office of Chief Executive of these islands we are prone to forget the dire misfortune which has befallen our British neighbours and friends in Hongkong.

From the accounts which have been received that proud city has been almost overwhelmed by the disaster of two days ago—a disaster which from its appalling severity will become memorable in the annals of storm and flood catastrophes.

In its dire distress it seems fitting that we extend a hand of sympathy and commiseration. It is true that at times we have our little jealousies and bickerings and we must acknowledge a sense of trade rivalry, but "blood is thicker than water" and in such times as this we can afford to obliterate and ignore petty strifes and animosities.

We would not forget that when our proud city of San Francisco was laid low, our British neighbour was one of the first to stretch out a helping hand to our stricken brethren across the water. Nor did it content itself with the mere formal expression of sympathy which costs nothing and adds nothing; material assistance was forthcoming, and among the contributions to the poor people of San Francisco the gift of Hongkong found an honourable place.

It is therefore doubly fitting that in its hour of tribulation and sorrow we express our condolence with our neighbour, and if the necessities give of our means in affording relief.

As the poor Chinese in Hongkong seem to have been the chief, if not the heaviest sufferers from the disaster, doubtless the Chinese colony here would gladly and substantially co-operate in any movement of this kind.

We take the liberty of suggesting that our Governor-General express our sympathy with our neighbour across the narrow stretch of water which separates but does not estrange us, and make inquiry to ascertain if we can be of any material assistance to Hongkong in its hour of distress.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

COMPULSORY EDUCATION IN CHINA.

VICEROY'S MEMORIALIZE THE THRONE.

[From Our Own Correspondent.]

Shanghai, 26th September,
10.40 a.m.

It is announced that their Excellencies Yuan Shi-kai, Tuan Fang, and Chang Chih-tung, will shortly memorialize the Throne, with the object of making the education of Chinese children compulsory throughout the Empire.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

HALF-YEARLY DIVIDEND.

The manager of the Chartered Bank of India, Australia and China informs us that he has received from the London Office a telegram advising that a dividend has been declared for the past half year to 30th June, 1906, at 1½ p.a. free of income tax.

CHASING A RAT.

FREE FIGHT AT WEST POINT.

The disturbances caused at West Point yesterday afternoon, by a number of coolies, who were engaged in a free fight, and in which bamboo poles were very much in evidence, necessitated police intervention before the fight could be called over. The police arrested five coolies and a foreman and removed them to No. 7 Police Station, where their bumps and bruises were patched up. After the prisoners had told their story—the cause of the free fight—they were held, being unable to put up the bail required by the police. From the different statements made by the men the cause of the disturbance was the work of a rat. The men, it appeared, were seated around a table at the time, while the foreman was asleep on the floor, dreaming; it was later learned, of the disastrous typhoon. Everything was as peaceful as ever until suddenly a good-sized rat came out of its burrow and ran across the room. That was the beginning of the disturbance, the ending of which took place at the Police Court this morning. Immediately the rat was seen one coolie stood guard near the burrow, while the others chased the rat about the room with bamboo poles. The rat took refuge for a time behind a wooden box, but finding this bombardment getting pretty strong it ran out and dodged round the sleeping form of the foreman. One coolie at that moment let drive with his pole at the fleeing rat, but instead of hitting the target the pole landed on the foreman's head. Pandemonium reigned. The guilty coolie cleared. Awakened by the sudden jar, and bleeding from the head, the foreman, without waiting for any explanation, picked up the pole and laid it across the face of the nearest coolie to him. That coolie collapsed. Then the free fight started between the rat-chasers and the foreman and his friends. The rat-hunters were routed and they took to the street, being followed quickly by the opposing gang. In the street the fight was re-started and on arrival of the police six of the belligerents were captured. They admitted the charge of disorderly conduct preferred against them at the Police Court, and Mr. H. J. Gompertz fined them \$5 each.

EXPERIMENTS with a recently invented Swedish gunpowder were made last month at Stockholm, in the presence of a number of military experts and several foreign attaches. The results were excellent and the powder proved to be of a terribly destructive force. Subsequently experiments were made by the well-known aeronaut, Captain Unges, with aerial torpedoes. The weight is exceedingly light, and each is handled by one man. The torpedoes carried a distance of over 2,600 yards, the new powder being used.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*G. Avar*) 27th inst.
French (*Tourane*) 1st prox.
American (*Korea*) 4th prox.
Canadian (*Tartar*) 18th prox.

The s.s. *Satsuma* sailed from New York on the 20th inst.

The Boston S. S. Co.'s *St. Tremont* arrived at Victoria, B.C., on 15th inst.

The s.s. *Norinathkura* left Singapore on Tuesday, the 25th inst., and is due here on Tuesday, the 2nd prox.

The N. Y. & C. Australian Line s.s. *Kumano Maru* left Nagasaki for this port on 24th inst., and is expected here on 27th inst.

The N. Y. & C. Bombay Line s.s. *Colombo Maru* left Shanghai for this port on 24th inst., at 3 p.m., and is expected here on 27th inst., p.m.

The Imperial German Mail s.s. *Prinz Eitel Friedrich* which left here on 29th ult., has arrived at Genoa on Tuesday, the 25th inst., at 9 a.m.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Onpa* from Pacific ports left Kobe for this port via Moji on 25th inst., and is due in Hongkong on 2nd prox.

The P. & A. s.s. *Namanta* left Moji on Wednesday, the 26th inst., for this port, where she will be due to arrive at an early hour on the morning of Monday, the 1st prox.

The s.s. *Ex. C. P. R. Co.'s s.s. Empress of India* which left Hongkong on the 30th ult., and Yokohama on the 17th inst., arrived in New York on Monday, the 24th inst., thus making a transit of 35 days from Hongkong and 17 days from Yokohama.

TELEGRAMS.

[Russia.]

Russia.

LONDON, 24th September.

A special French Envoy has arrived in St. Petersburg, and is visiting the high officials and the leaders of both parties, it is stated, with a view to arranging a French loan.

Later.

Crete.

The representatives of four of the Powers at Athens have notified the Greek Premier of their approval of the appointment of M. Zalmes as High Commissioner of Crete.

Chinese Labour in the Transvaal.

Seventeen hundred and one repatriated coolies will leave Durban early in October. Of these, 483 return on account of physical infirmities, and 467 as undesirables. Both at the expense of the mines. 448 return under section 14 of the contracts. These have repaid importation and repatriation expenses, and 303 return at the expense of the Government, under the Repatriation Proclamation.

POST OFFICE PROSECUTION.

COOLIE ON SERIOUS CHARGES.

Tsang Fung, a coolie, with no permanent address, was ordered to be held without bail, by Mr. F. J. Hazland, at the Police Court, this forenoon, to come up for trial on Tuesday afternoon next.

The charges laid against the defendant were made out by the Postmaster General, Mr. L. A. M. Johnson.

It was alleged, on the first charge, that defendant, on the 25th instant, with intent to injure some other person did open four registered covers that were addressed to one Kwong Man Fung. The second charge was that defendant unlawfully did steal from one of the letters a bank draft (No. 53,400) for \$102, and the third charge was that he unlawfully obtained the four registered covers from the Postmaster General by using a false chop.

Mr. G. E. Morrell, of Messrs. Dennys and Bowley (Crown Solicitor), appeared for the prosecution, the defendant, who denied the charges, being unrepresented.

It appeared that Kwong Man Fung was formerly the manager of a native import and export firm, now bankrupt, and the defendant was a *fokei* in the firm. When the firm became bankrupt the defendant's services were dispensed with. Being acquainted with the workings of the business and knowing that at intervals the firm received drafts from business houses at San Francisco and Seattle, the defendant, as alleged, manufactured a chop closely resembling that of the bankrupt firm and yesterday called at the Post Office and asked for letters addressed to Kwong Man Fung. Four registered letters were handed him, for which he chopped a receipt. An hour or two later Kwong Man Fung called for the firm's letters and was surprised to hear that they had been handed over to another person. Having his suspicions as to who that person was Kwong Man Fung and a Post Office official located the defendant in a house in the Central district. The letters were found there too. The defendant was removed to the station and on being searched there the draft mentioned above was found in his pocket.

ALLEGED SERIOUS ASSAULT.

GAOL WARDEN CHARGED.

At the Police Court this morning, before Mr. H. H. J. Compert, George Street, a warden in the Victoria Gaol, was charged with assaulting a prisoner on Monday morning last.

Mr. R. H. A. Craig, assistant superintendent of the Victoria Gaol, prosecuted, the police were represented by Chief Detective Inspector Hanson, and the defendant, who pleaded not guilty, was unrepresented.

The assault was alleged to have taken place on the 4th instant, but it was not until yesterday morning that the prisoner was removed to hospital. Up to the present no evidence has been taken which would give the cause of the alleged assault, but it was rumoured to-day that defendant poked the prisoner with his truncheon because the latter would or could not do his work quick enough. The prisoner took ill yesterday morning and was at first removed to the gaol hospital, but as he grew worse it was deemed necessary to convey him to the Government Civil Hospital. A few minutes after the prisoner was admitted to that institution his dying depositions had to be taken, in which, it was stated, he accused defendant of assaulting him. After medical examination was concluded the man was put under an operation for a rupture in the neighbourhood of the spleen, and it is feared, from the present state of things, that a charge of manslaughter might probably have to be preferred against the defendant before long.

Mr. Craig asked for an adjournment of the case until such time as definite information as to the prisoner's condition could be obtained from the hospital.

His Worship—Do you apply for bail?

Defendant—Yes, your Worship.

His Worship—It is a very serious charge and I'll have to impose heavy bail—\$500. If nothing untoward happens in the meantime at the next hearing you can apply for a reduction of the bail.

The case was then remanded until the 29th instant bail \$500.

THE SHANGHAI TRAGEDY.

HYNDMAN GIVES EVIDENCE.

There was again a crowded Court at Shanghai when the case was resumed at 9.30 o'clock on the morning of 21st inst.

Mr. Andrews called the prisoner, who entered the witness-box full of confidence, and he gave clear and ready answers to each and every question put to him.

What is your name?—Peter Sidney Hyndman.

You are the defendant in this case?—Yes. Did you know Harry Smith?—Yes.

How long had you known him?—About three years.

Do you know whether or not he was married or single?—Married.

Did you know Winnie Rose?—Yes. How long have you known Mrs. Rose?—Seven years.

When you first knew her, was she married or single?—She was single.

About how old was she at that time?—Sixteen. Speak distinctly, Mr. Hyndman, so that these gentlemen can hear you. Prior to her marriage with Mr. Rose, what was the extent of your acquaintance with her, and what were your relations with her?—I was very fond of the girl; in fact I loved her, and if I had had sufficient means to maintain her I would have proposed marriage.

After her marriage with Mr. Rose, did you see much of her or her husband?—Very little.

When did Mr. Rose die? Do you know?—He died about an hour after midnight on the 20th of March this year.

How soon after his death did you see Mrs. Rose?—I saw her the next day. I was informed by her brother of her husband's death.

At any time after that did you have any conversation with Mrs. Rose as to her future?—Yes. As she was leaving for Wuhu, I asked her to be my wife, and she consented, and she said the marriage date we will fix later on.

Why was she going to Wuhu?—She was going to her brother who was in the Customs there.

To live at his home?—Yes.

How long was she away in Wuhu?—About two weeks.

After her return to Shanghai with whom did she live?—With her brother, at No. 16 Dent Road.

What were your relations with her?—I kept her company. I was engaged to be her future husband.

You have heard Mrs. Rose's testimony as to a Mispah ring?—Yes.

Will you tell us, did she give it to you?—Yes, she gave it to me before she went to Wuhu. She said "Wear it and think of me."

What is the meaning of that Mispah ring?—"May the Lord watch between you and me while we are away from each other."

Did you ever have any conversation with Mrs. Rose as to Mr. Smith?—Yes, sometime in July.

Where were you living at that time?—16 Dent Road, with Mr. Murphy and Mrs. Rose.

How did you come to live there?—In conversation with Mrs. Rose, one day, she said that I would be a help if I could come and stay in the house, in fact I told her I was about suggesting the same thing. She said she would see her brother about it, and he consented. I also said it would be a help for me to live with her.

In what way do you mean a help?—Towards the keep of the house. Her brother was not earning a very big salary.

Financial help?—Financially.

What was said about the room; where were you to stay?—In a room at the back of the house, not being used at that time.

Now, you have stated that you and Mrs. Rose had a conversation as to Mr. Smith in July. Now, tell us about that conversation?—It was about the 14th or 15th of July. Mrs. Rose spoke to me, and by the way she expressed herself as to Smith's actions towards her, I said: "Well you are engaged to be my wife and I don't wish you to go to see Mr. Smith."

Where had she been?—What led to that conversation?—She told me she had been to Smith's house.

What did she say after you told her you did not want her to go any more to Smith's house?—She said "All right, Peter, I'll promise you I won't go any more."

Did you have any other conversations with Mrs. Rose about Smith?—Yes, about the end of July, in which she said Smith had asked her to go to his house. I said: "Dolly, I am going to see Mr. Smith personally, and tell him that as you are engaged to be my wife, that he would have to stop asking you to go to his house."

What friendly words would have to stop?—Between Smith and herself.

Then what did she say?—She said I need not go to see Smith, that she had spoken to him and he (Smith) said that if I interfered he would put an ounce of lead into me.

You have heard Mr. Murphy testify, did you not, as to some words, or we will call it for the purposes of this question, a quarrel occurring between you and Mrs. Rose; he said about three weeks before the shooting, I will you please give us your version as to what occurred on that occasion?—Yes, Mrs. Rose told me, about the beginning of August, that Mr. Smith had been trying to persuade her to go to Japan with him. This statement riled me up considerably, as I could see that Smith was determined to ruin the girl, and I said to her "Dolly, my darling, I would sooner see you shot dead than be made a w— by Smith." Those are the only words I can remember.

(Accused here almost broke down in delivering the last sentence, but he immediately recovered himself, and continued his evidence without the least hesitation.)

Was anything said about your going your way and the going hers?—Yes; she said "You had better go your way and I will go mine," and I said "Yes, to show you how much I love you, I will do anything you ask me," and I said "Yes, darling, I would rather see you shot dead than be made a prostitute by Smith."

Those were the only words I used.

Was Mr. Murphy in the room at that time?—Yes. I believe he was coming in just then.

What was the result of this quarrel?—We were the best of lovers again in less than an hour.

In other words she again promised you to have nothing to do with Smith?—Yes.

Did you not have other talks with Mrs. Rose from time to time?—Yes, but nothing more than little storms in teacups—nothing to do with Smith at all.

All these were smoothed over as this one was?—Yes.

Mrs. Rose has testified in her direct examination on the day before the shooting she got a letter from you explaining that you could not come home and making an appointment for the next day and that you and she had some conversation about that. She told you she was not going with you. Will you please tell us your version of that matter?—Yes, when I got her letter as has been testified?—Yes, when I got home at night she spoke to me and said: "I got your letter" and then said "I have got a letter from Smith asking me to tea; I think I will go." I said "Darling, remember what he tried to do the last time you were there; do not go, take my advice," and she said "All right, I won't, I promise you." And then I retired.

Now between the conversation in the first part of August and this conversation on the last day in August had there been, to your remembrance, any conversation about Smith?—I don't exactly remember.

Do you remember of any other conversations?—No, everything was very quiet.

So that after your expressing yourself as you did about the Japan trip, Mrs. Rose never again alluded or had anything to do with Smith up to this time?—No.

What happened after that; what did you do?—Then I left for work.

[To be continued.]

HONGKONG: THE WORLD'S LARGEST PORT.

Just as Singapore guards the south entrance into the China Sea, so does Hongkong, fifteen hundred miles away, guard the north. On the south the entrance is through the Straits of Malacca; on the north through the Straits of Eoromosa. Had Great Britain, according to the usual custom of war, retained possession of Manila, which she had conquered in 1762, instead of giving it back to Spain at the end of the Seven Years' War, her hold of the China Sea would have been as firm to-day as is her hold of the Mediterranean. As the situation now stands, the acquisition of the Philippine Islands in 1898 gives America a fortified naval base, on the flank of the British line of communications between Singapore and Hongkong. England and America are fortunate in being on terms of complete international amity, but none the less has the conquest of the Philippine Islands by the United States profoundly modified the strategic conditions as they existed in the Pacific when the Islands belonged to a weak naval Power like Spain.

Trade has certainly followed the flag at Hongkong. Before the British ensign was hoisted in 1840 on Possession Point, in the centre of what is now the city of Victoria, the island existed in name only. To-day, as far as shipping is concerned, Hongkong has become the biggest port of the world.

The acquisition of Hongkong was due to the refusal of the Chinese to allow British traders to live peacefully at Canton. Driven out of the city, they took temporary refuge in the Portuguese settlement of Macao, situated at the mouth of the West River; but being pursued by Chinese hostility, Captain Elliott, the official depot superintendent, transferred the English depot to Hongkong, which was forthwith occupied by a British expeditionary force, and, at the end of the Opium war, finally ceded to Great Britain by the Treaty of Nanking in August 1842.

HONGKONG'S DEFENCES.

Hongkong harbour, which is one of the largest, and perhaps the most beautiful, harbours of the world, is safe from any attack coming by sea. It is not desirable to refer to local fortifications except in general terms, but it may be stated that there are two entrances into the harbour, by a western and an eastern channel. The western entrance is protected by the cross fire of batteries placed on the north-western shore of Hongkong island and on Stonecutter's Island which faces Hongkong about one mile off, and is most powerfully fortified. The eastern entrance, about four hundred yards wide, is defended by batteries on both Hongkong island and the mainland.

Hongkong harbour is admirably equipped as a commercial and naval base. A large extension of the Admiralty yard, including the construction of a new dock and a reclamation of the foreshore, to provide more room for masts and fittings-shops, is now in progress at a cost of fifteen hundred thousand pounds.

The "New Territory" north of Kowloon is being rapidly developed by the Hongkong Government. A concession was granted in 1899 for a railway from Kowloon to Canton, but owing to difficulties created by the Viceroy of Canton construction has been hitherto delayed. Though the Chinese make glad use of railways when they have been constructed, their jealousy of foreign interference in any shape prevents them from giving any encouragement to railway extension. While the concession for the Canton-Hankow railway has been given to an American company, the British Government rightly require that the Canton-Kowloon branch line shall be constructed with British material and out of British capital. Unable themselves to provide either material or capital, the Chinese authorities with characteristic obstruction are reluctant to give the foreigner a free hand; but the Governor of Hongkong is firm in requiring the concession to be carried out as originally agreed, and work may be expected to begin immediately.

There are upwards of ten thousand European civilians living at Hongkong and Kowloon among a Chinese population of nearly three hundred and fifty thousand, over two hundred thousand of whom are crowded into the town of Victoria. The strength of the military garrison is four thousand three hundred and fifty, and the average number of naval officers and men stationed at Hongkong is about the same. According to the census of 1901 the New Territory, which was acquired in 1898, contained a Chinese population of eighty-five thousand, giving a grand total of four hundred and fifty thousand as the estimated white and yellow population of the whole dependency.

INDUSTRIOUS CHINESE.

Nothing more impresses the visitor to Hongkong than the manner in which this enormous Chinese population is living on terms of political equality with the European Colonial community. There is only one law for both white and yellow men. Whether trader or labourer, the Hongkong Chinaman is an industrious, thrifty, law-abiding citizen. As a shopkeeper, he is both business-like and fair-minded, not from principle, but because it pays him to be so. The Chinese labourer is the best of all tropical labourers and in some respects the best in the world. While the Kaffir, the Cingalese, and the Malay will not work at any price unless obliged to do so, the Chinaman will work for hire at all times and under all circumstances and he gives the best value for the wage which he is paid.

Here we must leave Hongkong, which is wisely governed on Imperial lines. Its future is as hopeful as its past record has been prosperous. The keynote to that prosperity is faithful adherence to the policy of the Open Door as a cardinal principle of the British commercial creed.—*Daily Mail.*

CANAL BOATMEN'S STRIKE.

PEACEFULLY ENDED.

[From A Correspondent.]

Canton, 24th Sept., 10 p.m.

In my last letter I gave you the details of the boatmen's strike but it has ended now. As soon as the strike became known to H.E. Viceroy Shum, he sent three Deputies to call on the Commissioner of Customs, to request him to stop collecting the tax from the launches, pending further orders from Peking, the Viceroy undertaking the responsibility of the stoppage. The representative of the Passenger-boat Guild was summoned to the Viceroy's yamen, at 9 p.m. to-night, and the situation explained to them, and they were asked to resume work to-morrow morning. All the boatmen agreed to this, and so the strike was ended, though it might have been a serious matter.

JAPANESE NAVAL VISIT TO CHINA.

The second squadron under the command of Admiral Dewa is to leave Yokosuka on the 23rd instant for a cruise in Chinese waters. His Imperial Highness Prince Fushimi, a Commander of the Navy, who has been ordered by his Majesty the Emperor to visit the Chinese Imperial House on behalf of his Majesty, will accompany the squadron on board the cruiser *Naniwa*. It is expected that Prince Fushimi will land at Tientsin on about the 13th prox.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—H.K. C. & M. Steamboat Co. \$24, Indo-China \$24, Shell Transports 20, Kowloon Wharves \$24, Hummel's Estates \$11, Electric \$14, Tramways \$21.

Sellers:—Hongkong Banks \$800, London \$93, Unions \$780, Cantons \$320, Hongkong \$127, China and Manila \$24, Douglas \$27, China Sugars \$157, Raubs \$83, Hongkong Docks \$55, Hongkong Lands \$109, West Point \$50, Cottons \$133, China Borneo \$10, China Providents \$900, Cements \$21, Tees \$236, Ropes \$28, China Light and Power \$102, Watsons \$13, Powells \$10.

Sales:—Humphreys Estates \$11.

Nominal:—National Banks \$47, China Fires \$93, Shanghai Docks \$103, Hongkong Wharves \$1240, Hongkong Hotels \$115, Dairy Farms \$17.

TO-DAY'S EXCHANGE.

London—Bank T. 100 2 9/16
Do. demand 2 1/2
Do. 4 months' sight 2 1/2 1/16
France—Bank T. 100 2 2/3
America—Bank T. 100 53 1/2
Germany—Bank T. 100 2 3/4
India T. 100 16 1/2
Do. demand 16 1/2
Bangkok—Bank T. 100 51 1/2
Sapporo T. 100 10 1/2
Japan—Bank T. 100 10 1/2
Yokohama T. 100 10 1/2

Buying.

4 months' sight L/C 2 3/8
6 months' sight L/C 2 3/8 1/16
30 days' sight San Francisco & New York 5 1/2
1 month's sight do. 5 1/2
0 days' sight Sydney and Melbourne 2 3/8
4 months' sight France 2 3/8 1/16
6 months' sight do. 2 3/8 1/16
1 months' sight Germany 2 3/8
Bar Silver 31 1/2
Bank of England rate 4 1/2
5 shillings 9 1/4

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 26th at 11.40 a.m.—The barometer has fallen considerably over the Philippines and risen over N. China. It is inclined to fall in Hongkong.

The depression noted yesterday morning is a typhoon. It is now situated to the E. of Luzon, and probably moving Westward at present.

The area of high pressure remains over N. China, with very hard N.W. monsoon will be met with over the E. Coast and Formosa Channel.

In the China Sea N. gales will prevail to the South of 20° Lat.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, freshening; fair.
2.—Formosa Channel, N.E. gales.
3.—South coast of China between Hongkong and Lamoucks, same as No. 1.
4.—South coast of China between Hongkong and Hainan, N. winds, moderate.

To-day's Advertisements.

THE ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE AND SAN FRANCISCO.

THE Steamship

"TUSCARORA"

will be despatched for the above Ports, on or about the 10th of October, 1906.

For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 26th September, 1906. [946]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG"

having arrived from above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 5 P.M., the 26th instant, will be landed at Consignees' risk and expense. Claims for rain damage to Cargo landed into Godown at Consignees' expense, will not be entertained.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 26th September, 1906. [6]

To-day's Advertisements.

- E. R. NOTICE.

MARINERS and others willing to give information calculated to assist the Committee appointed to inquire whether earlier warning could have been given of the TYHOON of the 28th instant, are requested to call at the ATTORNEY GENERAL'S CHAMBERS on SATURDAY, the 29th instant, at 10.30 A.M.

HENRY S. BEKKELEY, Chairman of Committee.
Hongkong, 26th September, 1906. [947]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 29th September, 1906, at 11 A.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

SUNDRY HOUSEHOLD AND

OFFICE FURNITURE,

Comprising

TEAKWOOD SIDEBOARD and WARD-

ROBES with BEVELLED GLASS,

TEAKWOOD BOOKCASE, AMERICAN

ROLL-TOP DESK, OFFICE CHAIRS,

TEAKWOOD TABLES, BLACKWOOD

CHAIRS and SOFA, MIRRORS, PIC-

TURES, &c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 26th September, 1906. [948]

TO LET.

EUROPEAN SHOPS, OFFICES, and

GODOWNS (suitable for Dry Goods

Storage) at No. 14, Des Voeux Road Central,

(formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [949]

IN THE MATTER OF THE PATENTS ORDINANCE, 1892,

AND

IN THE MATTER OF THE APPLICATION OF

MARCONI WIRELESS TELE-

GRAPH COMPANY, LIMITED,

FOR LETTERS PATENT FOR "IM-

PROVEMENTS IN OR RELATING TO

WIRELESS TELEGRAPHY."

NOTICE is hereby given that the PETI-

TION, DECLARATION and SPECI-

FICATION required by the above-mentioned

Ordinance have been duly filed in the Office

of the Colonial Secretary of Hongkong and

that it is the intention of the said MARCONI

WIRELESS TELEGRAPH COMPANY,

LIMITED, of 13, Finch Lane, London, Eng-

land, by DENNIS & BOWLEY (their Solicitors to

apply for Letters Patent for the exclusive use

of the above invention within the Colony of

Hongkong at a sitting of the Executive Council

to be held on TUESDAY, the 9th October,

1906.

Dated the 26th day of September, 1906.

DENNIS & BOWLEY,

Solicitors for the Applicants.

[950]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"MENELAUS"	27th September.
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "
GLASGOW and LIVERPOOL	"DARDANUS"	4th October.
GLASGOW and LIVERPOOL	"JASON"	10th "
GLASGOW and LIVERPOOL	"DEUCALION"	17th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th September.
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	2nd October.
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	9th "
GENOA, MARSEILLES & L'POOL	"CALCHAS"	20th "

TRANS-PACIFIC SERVICE.
OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"ANTIOCHUS"	28th October.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANPA" "TELEMACHUS" "BELLEROPHON"	2nd October. 3rd November. 3rd December.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 25th September, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

FROM	STEAMERS	TO SAIL
TIENSIN	"LIANGCHOW"	27th September.
NINGPO and SHANGHAI	"KIUKIANG"	28th "
AMOY, MANILA, CEBU and ILOILO	"KAIFONG"	28th "
SHANGHAI	"YOHOW"	1st October.
MANILA	"TAMING"	2nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	5th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern-China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 26th September, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

Ship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 29th Sept., at 5 P.M.
RUBI	2540	R. Almond	"	SATURDAY, 6th October, at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 26th September, 1906.

HONGKONG—NEW YORK.

**AMERICAN ASIATIC
STEAMSHIP CO.**

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship "SOUTH AMERICA" About 16th October.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 24th September, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VORUX ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS	DESTINATIONS.	TO SAIL
HABSBURG	SHANGHAI, KOBE AND YOKOHAMA	29th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	2nd October.
SEGOVIA	YOKOHAMA AND KOBE	Beginning of October.
SITHONIA	SHANGHAI, KOBE AND YOKOHAMA	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBE	28th October.
ANDALUSIA	SHANGHAI, KOBE AND YOKOHAMA	13th November.
AMBRIA	SHANGHAI, YOKOHAMA AND KOBE	22nd November.

HOMEWARD.

STEAMERS	DESTINATIONS.	TO SAIL
LIBERIA	FIUME AND TRIEST	27th September.
SUEVIA	HAVRE, BREMEN AND HAMBURG	10th October.
SENIGAMBIA	HAVRE, ANTWERP AND HAMBURG	16th October.
HABSBURG	HAVRE, ANTWERP AND HAMBURG	2nd November.
BRISGAVIA	HAVRE and HAMBURG	16th November.
SITHONIA	HAVRE and HAMBURG	30th November.
RHENANIA	HAVRE and HAMBURG	14th December.
ANDALUSIA	HAVRE and HAMBURG	28th December.
HÖRENSTAUFE	HAVRE and HAMBURG	11th January.
ALESIA	HAVRE and HAMBURG	25th January.

Special attention of intending Passengers is drawn to the splendid accommodation of these
steamers. Saloon and Cabin amidships. Lighted throughout by Electricity. Duly qualified
Doctor and Stewardess on board. Laundry on board.
S.S. "LIBERIA"—Taking through Cargo to Venice, &c. The ship will have a quick
despatch at Singapore and Colombo.

COAST SERVICE.

STEAMERS	DESTINATIONS.	TO SAIL
DAPHNE	NAGASAKI AND WLADEVOSTOCK	Beginning of October.
KOWLOON	SHANGHAI AND CHINKIANG	4th October.
LYDIA	SHANGHAI AND CHINKIANG	To follow.

Taking Cargo at, through rates to Tsingtao and Chemulpo.
For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.
For steamers of the Coast Service marked † to
SIEMSEN & CO.
Hongkong, 26th September, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On

STEAMSHIP	ON
MANILA	YUENSANG * FRIDAY, 28th Sept., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	KUTSANG * SATURDAY, 29th Sept., 3 P.M.
SHANGHAI	HANGSANG † MONDAY, 1st October, 4 P.M.
TIENSIN	CHEONGSHING * TUESDAY, 2nd October, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Chefoo, Tiensin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 26th September, 1906.

**EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"
Captain St. John George, will be despatched for
the above Ports, on SATURDAY, the 29th
instant, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.Z.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 22nd September, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO
AND IQUIQUE, VIA JAPAN PORTS.
Will be sent to VALPARAISO if sufficient
inducement.

THE Steamship

"KASADO MARU," 6,000 tons.
Taking Freight and Passengers to other
Western Coast Ports of South America.
The above Steamer has splendid Accom-
modation and is fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried.
For further information, apply to
K. MATSUDA,
Manager,
York Building.
Hongkong, 11th September, 1906.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.

This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBGING DEPARTMENT.

Job Printing of all descriptions undertaken,
PROGRAMMES.

"PAMPHLETS."

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

DOES WOMAN HELP?

AN INDICTMENT.

At the present time a strong feminist wave
is passing over the country. Woman, ever
rebellious, is clamorous for her rights. All the
wiles of strategy she has enlisted. She has
pressed into her service every engine of social
warfare. Eager, and almost reckless, she has
hurried to the front, with characteristic in-
discrimination, armaments both obsolete and
up-to-date. All are there, roaring and spitting
in ungovernable fury of agitation, all except
the very weapon that might have swept obstruc-
tion to the winds—a true conception and per-
formance of her obligations.

When the voice of woman is loud in the
market-place it is premissible to ask if her
influence is so wondrously beneficent as her
champions aver. She plays upon our imagina-
tions with all the tricks of feminine stagecraft.
"Look upon me!" she cries. "Am I not fair?
Do I not minister both to gods and to men?
Upon the throne or upon the footstool have I
not triumphed? In majesty and in obscurity,
in joy and in sorrow, have I not been worthy?"
I have not heard it claimed that women are
wiser than men; we are practically told that in
every other virtue she is man's superior. But
is she instinctively nobler, purer, more unself-
ish? Undoubtedly capable of extremes of
devotion and self-sacrifice, could she make a
supreme sacrifice to hatred and dislike? Is she
a helpmeet? Is she really a clear, lightgiving,
harmonious, the terrestrial planet that rules
the destinies of mankind? Or,

Is woman then of man's eternal curse,
Holding him back since first the world
began?

How does the record go? Refused by the
Greeks all participation in their intellectual
life, in their plays and disputations; hedged
round about by the Romans with legislation
that imprisoned her within the cradle of
ineptitude; denied on almost every page of
history the configuration that experience has
shown too misplaced and misdirected, she
emerged, in these days of broad-minded liberty
and so-called equality, still in the byway of
a courtly generation calls "charm"; still
tied to the law by long strings.

We have had now nearly a generation's
experience of the higher education of women.
With what result? Has education expanded
the nature, enriched the mind, and enabled
the character of the girls who have passed
through our High Schools? It may be that it
has, but one looks in vain for any appreciable
result in our national economy. "The world is
as luxurious as ever; what George Eliot com-
plained of in "the sparrow-like frivolity" of her
sex is as marked to-day as ever it was; the
ladies' papers have the same blithe indifference
to all serious questions as they have always had;
and the women of England represent to-day a
dead-weight of inertia which is the despair of
the ardent social reformer. Assuredly, women
do not help in the work of social amelioration.

Women have long since entered the business
world. But do they help here? Up to a point,
they are excellent—precise, careful, honest;
but in initiative, in executive powers, in ability
to rule, they are sadly deficient. Moreover,
their injustice to those of their own sex and
their liability to make favourites, seriously
impair the value of women-workers in business
hands. Truly man has little to fear from the
competition of woman in business; little to get
from her in help.

In love, does she help? Love itself is only
an expression of egotism, and a woman in love,
while careful of the welfare of the loved one,
is totally indifferent to all other interests, even
though they are those of people most dear to
her. In the home, her natural sphere, woman
reigns supreme. She is, in very truth, the Angel
of the Hearth. But marriage, which glorifies a
woman, often subdues man and clips the wings
with which he would otherwise fly into the
Empyrean. How often has marriage dulled
ambition and checked enterprise?

Look at the tragedy of the married man
haunted for ever by the fear that he may lose
his job. In crowded cities, where there are eager
applicants for every vacant place, a married
man occupies an unenviable position. He dare
not resent the insinuation of his employer; he has
to put up with injustice; to swallow mortifying
rebuffs for the sake of the wife and children
in the little suburban home to depend on his
earnings. Again, does the woman help?

Take religion. "When nature," wrote Schop-
penhauer, "divided the human race into two
halves, the split was not made exactly through
the centre." Christian stupidity has done its
best to place the disproportion on something
like an equitable basis, but it is very doubtful
whether women are more truly religious than
men. The religion of Christ is essentially de-
mocratic, but not for all the democracy in the
world would she shake off her autocratic trapp-
ings for the mantle of light. The brotherhood
of man appeals to no phase of her complex or-
ganisation. Nor can she understand devotion
to a supreme idea. She will change her re-
ligion as readily as a man will change his coat.

In the great reform movements that are
slowly ameliorating the conditions of life, how
small a part has she played. Woman is never
a pioneer, never a champion of reform causes.
She clings to the "status quo" with all its blot.
Whatever it appeals to her by being as it is.
She cannot project herself forward into the
future. She has a deep-rooted distrust of change
and progress.

What mighty ills have not been done by
woman?

Who was't betray'd the Capitol? A woman!
Who lost Mark Antony the world? A woman!
Who was the cause of a long ten years' war
And laid at last old Troy in ashes? Woman!
Destructive, damnable, deceitful woman!

The indictment terrible is enough, but let it
stand. Deceitful? Homer would write her
oaths in water. Destructive? Do not capitols
and Troys capitulate every day of this twentieth
century to the summons of her ambassadors,
capitols and Troys from Walsend, nurseries,
where husbands are wondering why Bridge

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEILLE,
LES, LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "SALAZIE."

Captain A. Ailland, will be despatched for MARSEILLES on TUESDAY, the 2nd October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

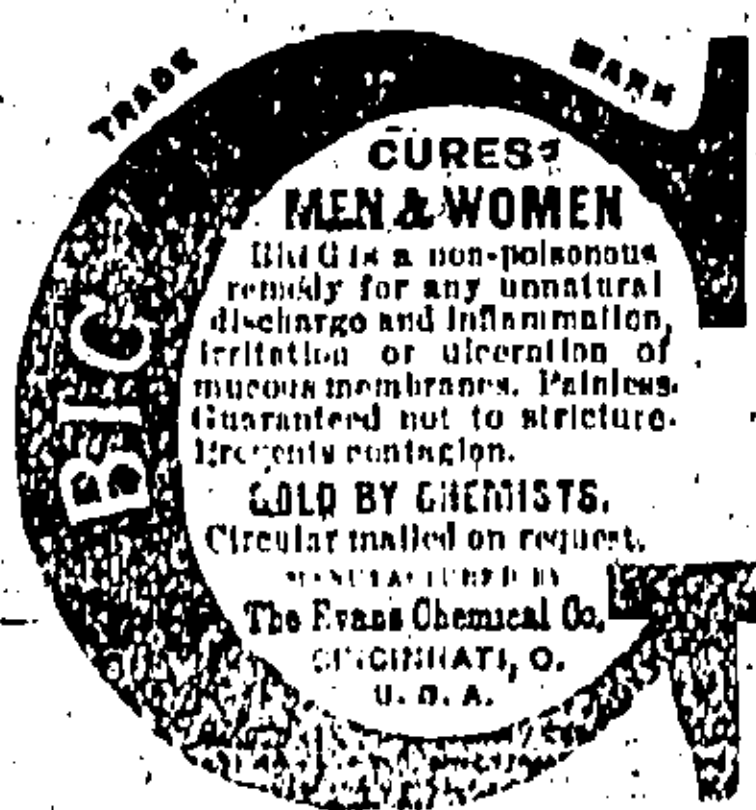
Next sailings will be as follows:—

S.S. OCEANIC 16th October.
S.S. TOURANE 30th October.
S.S. TONKIN 13th November.
S.S. ARMAND BEHIC 27th November.
S.S. ERNEST SIMON 11th December.

G. DE CHAMPEAUX,
Agent.

Hongkong, 19th September, 1906. [14]

Intimations.



JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN
PLASMON BISCUITS.

THEY contain 20% of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and trustworthy degree. An essential food for those who abstain from meat. They are made in three varieties:—

Sweet, Plain, (Unsweetened) Wholemeal.

H. RUTTONJEE,
Hongkong and Kowloon.

Hongkong, 12th June, 1906. [64]

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
WHISKY, PAUL MALL	20.00
JOHN WALKER & SONS' OLD HIGHLAND	20.00
C. P. & CO.'S SPECIAL BLEND	12.50
PORT WINE, INVALIDS	10.50
DOURO	20.00
SHERRY, AMOROSO	13.75
LA TORRE	20.00
BENEDICTINE, D.O.M.	16.00
	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1906. [43]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES

EASTMAN'S

&c. &c. &c.

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1907. [40]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,350,000 \$20,000 \$12,735 \$150,000	\$17,247.2	{ \$1.15/- @ Ex. 2/1 = \$16.47 for first half- year 1906	5 1/2 %	{ \$800 sales London 2.05.10/-
National Bank of China, Limited	99,925	£7	£6	\$1,600,000 \$147,895	\$74,099	\$2 (London 3/6) for 1905	...	\$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 1/2 %	\$320
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10.15/16 Tls. 2.62 on account 1905	6 %	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$331,131 \$1,133,844 \$69,779 \$80,000	\$2,792,271	Interim div. of \$30 for 1905	4 1/2 %	\$280 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$15,127 \$1,000,000 \$229,488 \$2,616	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$850,000 \$450,000 \$86,179	\$140,974	\$6 for 1904	6 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,220,928	\$224,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$264,438	\$6,583	\$1 1/2 for 1905	6 1/2 %	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$88,041 \$250,000 \$250,000 \$144,386	Nil.	\$3 1/2 for year ended 30.6.1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$144,386 \$120,000 \$280,918	\$5,464	\$1 for 1st half-year 1906	8 1/2 %	\$241 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$3,999 Tls. 20,000 Tls. 23,156	£2,452	10/- @ ex. 2/1 9/16 = \$4.69	6 1/2 %	\$74
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$4,000,000 \$40,000	Tls. 23,156	Interim div. of Tls. 2 1/2 Interim div. of Tls. 1 1/2 a/c 1906	9 %	Tls. 55 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	\$4,000,000 \$40,000	Tls. 23,156	1/- (Coupon No. 6) for 1905	6 1/2 %	Tls. 50 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$4,444 \$65,000 \$32,577	£207,815	\$1.50 for year ending 30.4.1906	4 %	29/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	\$218	{ \$1.50 \$0.75	13 1/2 %	\$20
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 13,973	Tls. 13,973	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$86,179	\$140,974	Final of \$15 making \$25 for 1905	15 1/2 %	\$157
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$3 for 1897	...	\$22 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,783	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 85 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$80,000 \$26,011	\$13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Orinoco Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$909,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14 nominal
Paub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$500,000 \$65,160 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$93 1/2 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$155 sellers
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$88,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,000,000 Tls. 29,753	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 108 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 57,065 Tls. 30,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 240
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 102
Astor House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	\$295,16	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$30 sellers
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	none	\$4,719	7 % on \$7 1/2 for 1905	13 1/2 %	\$18 buyers
Do. (Founders)	123	\$15	\$15	none	\$4,719	None	...	\$15 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975 \$19,075	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$115 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$250,000	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$109 sellers
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	Tls. 29,753	Tls. 1,935	Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 15 buyers
Hotel Metropole Company, Limited	7,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$111
Kowloon Land and Building Company, Limited	7,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,700	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 105 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Interim div. of \$2 account 1906	8 %	\$60
COTTON MILLS.								
Lwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$110,000	\$21,600	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$131
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 68 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 83 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 327 1/2 sales
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$90 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$814	\$286	1/3 per share for 1905	9 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	...	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	14 1/2 %	Tls. 70
China Light and Power Company, Limited	10,000	\$10	\$10	\$1,219	\$1,219	60 cents for year ending 28.2.06	6 1/2 %	\$103
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905	8 1/2 %	\$96.60
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$25,000 \$410,000 \$500,000	\$2,804	\$1.20 for year ending 31.7.1905	7 %	\$17
Green Island Cement Company, Limited	200,000	\$10	\$10	\$2,000,000 \$200,000 \$20,000	\$2,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 %	\$21 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ 60 cents for 10 months ending 28.2.06	8 %	\$141 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	1st div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$236
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$20
Hongkong Steam Waterbury Company, Limited	15,000	\$10	\$10	\$2,500	\$88	Final of 50 cents making \$1 for the year	12 1/2 %	\$7 1/2 buyers
Maatschappij tot Mijlen, Bosch en Landbouwen exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 237 1/2 ex div. buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 sellers
Shanghai Horse Bazaar Co., Ltd.	5,000	Tls. 50	Tls. 50	Tls. 4,070 Tls. 39,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 8,000 Tls. 34,820 Tls. 35,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 190,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	6 1/2 %	Tls. 82 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 190,000	Tls. 85,392	Interim div. of 15/- for 1-year 1906	...	Tls. 365
South China Morning Post, Limited	7,200	£20	£20	none	Dr. \$41,934	Interim div. of 5/- for 1-year 1906	...	Tls. 280
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$1,134	None	...	\$22 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	50 cents for year ended 31.5.05	8 1/2 %	\$6
United Asbestos Oriental Agency, Limited	9,000	\$10	\$4	\$25,000	\$752	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105
Do. (Founders)	100	\$10	\$10	\$300,000 \$25,000	\$7,734	{ 70 cents \$9.90	8 1/2 % 6 1/2 %	\$8 \$150
Watson, (A. S.) Co., Limited	90,000	\$10	\$10	none	\$7,734	Final of 50 cents making 1/- for 1905	7 1/2 %	\$13
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10
DIVIDENDS PAYABLE.								
Douglas Steamship Co., Ltd.							\$2 1/2	1st October